

# DR. ROWE, OF MARYLAND, NEW A. A. A. PRESIDENT

John A. Wilson, of Pennsylvania, Retiring President, Gives Good Account of His Services.

MEMBERSHIP OVER 100,000

Preston Belvin, of Richmond, Again Serves as Vice-President From This State—Department Chairmen Make Reports of Progress.

WASHINGTON, D. C., May 27.—Maryland supplies the tenth president of the A. A. A. in the person of Dr. H. M. Rowe, of Baltimore, for many years the head of its big automobile club and also a member of the national board of directors.

Dr. Rowe is a pioneer of pioneers, starting with a steam-propelled vehicle, and having been continuously connected with motoring in one form or another ever since.

Retiring President John A. Wilson, of Pennsylvania, leaves behind him a notable two and one-half-year period of service, in which the prestige and membership of the national body has increased in a most satisfactory manner. Like other predecessors, he intends to join the active ranks of the ex-presidents and continue his activities on the executive board. Two former presidents, as usual, Robert P. Hooker and Laurens Knox, were in attendance at the annual meeting, which took place in Washington, D. C. A high speed morning session, a good road luncheon in the afternoon, and a banquet in the evening made one very complete day for the 150 odd directors who came from a score of States.

The reports of Chairmen Diehl, Kennerly, Lee and Joyce were replete with evidence of things accomplished and presaged greater things for the future.

Mr. Diehl dwelt upon the record success in accelerating the passage of the Federal road bill. Mr. Kennerly set forth the wonderful season of automobile competition which is planned for the next several months. Mr. Lee stated that the campaign against "bargain membership" bodies would result in curtailing to a minimum these selling propositions which promise much and supply little. Mr. Joyce emphasized upon the development in road travel, and told of the enlarging demands upon the national bureau in New York City and Washington.

Treasurer H. A. Bonnell presented an encouraging financial statement, and Secretary John N. Brooks reported the present grand membership total in excess of the 100,000 mark.

Preston Belvin a Vice-President. Steadman Bent, of Pennsylvania, served as chairman of the committee on nominations, which unanimously re-elected Dr. Rowe for the presidency, and added to the list of Vice-presidents, David Jameson, of Pennsylvania; C. C. Jones, of Ohio, and Frank C. Fishback, of Indiana. Ralph W. Smith, of Colorado; H. C. Clark, of Minnesota; Preston Belvin, of Virginia; P. J. Wilson, of California, were the holders. H. A. Bonnell, treasurer, and John N. Brooks, secretary, were continued in the positions which they have held so adequately for many years. Dr. Rathfelder was re-elected chairman of the executive board.

On the country-wide question of preparedness, the A. A. A. has been much portended. Dr. Rowe, for the first time, having assumed the burden of its participation. His report gave evidence of the scope of the proposition, and while he asked to be relieved of the task, it was the unanimous opinion of the meeting that he was the one who should be kept on the job, which his successor insisted should be the case.

Several additions were made to the membership list, these being the Automobile Association of Waterville, Waterville, Wash.; the Eschmum County Automobile Association, Pensacola, Fla.; and the Florida East Coast Automobile Association, Daytona, Fla. The Tidewater Automobile Association, of Norfolk, Va., asked that its membership be changed from the "enrollment" to the "complete" plan.

Cleveland Lands Convention. Cleveland, Philadelphia, Chicago and Buffalo were the four cities which asked for the annual gathering a year hence, but the Ohioans, with "Tom" Cagwin as their chief spokesman, worked so indefatigably that it was a case of Cleveland first and the others nowhere.

Chief among the guests at the banquet was Representative William C. Adamson, of Georgia, who stated that that very day the Committee on Interstate and Foreign Commerce, of which he is the chairman, had reported the so-called Adamson bill, which provides for a year-round recognition by every State of the registration licenses of other States. The Georgia Congressman said it was up to the American Automobile Association to see that the present Congress passes the bill at the present session.

The Hon. Stephen T. Mather, assistant to the Secretary of the Interior, and in charge of the national parks, con-

## New A. A. A. President



DR. H. M. ROWE,  
of Baltimore.

tributed a most interesting address on the great advance of the work of making these national playgrounds available to the people generally and to the motor car road traveler in particular.

The resolutions committee had as its chairman Frank M. Baucus, of New York. Among the resolutions adopted one referred to H. R. bill 15522, to establish a national park service, and regulation of the Federal areas known as national parks, monuments and reservations.

Osborne I. Yellott, of Baltimore, paid the tribute to Dr. Rowe, the incoming president, who presided as the toastmaster. Then Charles Thaddeus Terry, general counsel of the American Automobile Association, spoke of yesterday and to-day in relation to the rights of the motor car upon the public highway.

## MOTOR TRUCKS SUPPLANT HORSES IN LANSING, MICH.

Sales Manager of Reo Motor Car Company Comments on Significance of City's Purchases.

"An interesting article appeared in the columns of the State Journal not long ago," says R. C. Rueschaw, sales manager for the Reo Motor Car Company, "with reference to the city of Lansing being compelled to purchase two trucks for the public works department, owing to the scarcity of horses and the superintendent's inability to hire a sufficient number of teams, wagons and drivers with which to handle the work that comes under that department. In addition to the high wage of from \$7 to \$8 per day for equine equipment."

"The article mentioned was interesting to me," continued Mr. Rueschaw, "not so much because of the fact that the city purchased two Reo trucks, but it proved that the horse must go, and what is more, the economy in motorized transportation. There are a number of good makes of trucks on the American market to-day, most any one of which, in the two-ton capacity type, can handle three or four times the quantity and travel 400 per cent farther in a given time than could possibly be accomplished with horses, to say nothing of the lower cost of maintenance and upkeep, and the hundred and one other arguments in favor of the motor truck. This condition is prevalent not only in Lansing, but from North to South and East to West, the country over."

"It is gratifying to note the progressiveness of our local institutions, both large and small, and how alert they are to become interested in that which makes for a progressive city. Lansing was the second city in the United States to provide its fire department with an automobile fire wagon and chief's car. To-day there is not a city in the country but what has at least one motor-driven apparatus in its fire department. The Lansing departments are completely motorized, with but one exception."

"According to a recent canvass, it developed that there are ninety-nine Reo trucks and twenty-seven other makes being operated daily in this city by merchants, manufacturers, etc., in various lines of business. From these figures it is easy to estimate that fully 80 per cent of Lansing's haulage is handled by motor power. The motor truck is to supplant the horse—and it is doing that just as fast as truck manufacturers can produce the finished

article. The horse belongs to the fields—his feet in the soft earth, not on the pavements."

## NOTABLE PERFORMANCES ON SILVERTOWN TIRES

Major Track Events in All Sections of Country Being Won by Drivers Using Goodrich Tires.

Goodrich Silvertown tires, which gave such great service on the Sheepshead Bay Speedway, May 13, when Eddie Rickenbacker won the 150-mile race in 23 minutes and 11 seconds, have many fine performances to their credit. The winners of the following events in 1915 all used Silvertowns:

May 31, at Indianapolis: 500 miles; average per hour, 83.34 miles; driver, DePalma.

June 26, at Chicago: 500 miles; average per hour, 97.58 miles; driver, Resta.

July 3, at Sioux City: 300 miles; average per hour, 74.7 miles; driver, Rickenbacker.

July 5, at Omaha: 302 miles; average per hour, 91.74 miles; driver, Rickenbacker.

July 4, at Tacoma: 250 miles; average per hour, 84.8 miles; driver, Ruckstell.

July 5, at Tacoma: 260 miles; average per hour, 85.2 miles; driver, Pullen.

July 5, at Tacoma: 100 miles; average per hour, 79.5 miles; driver, Parsons.

August 7, at Des Moines: 300 miles; average per hour, 87 miles; driver, Mulford.

September 4, Twin City: 400 miles; average per hour, 86.35 miles; driver, Earl Cooper.

September 18, at Providence: 100 miles; average per hour, 67.11 miles; driver, Rickenbacker.

October 9, at Sheepshead Bay: 350 miles; average per hour, 102.56 miles; driver, Anderson.

In special events:

August 7, at Chicago: 100 miles; average per hour, 101.86 miles; driver, Resta.

November 2, at Sheepshead Bay: 100 miles; average per hour, 105.3 miles; driver, Resta.

September 18, at Providence: 25 miles; average per hour, 69.76 miles; driver, Burman.

November 2, DePalma-Burman speed match at Sheepshead Bay: 4 miles at 111.87 miles per hour; six miles at 113.86 miles per hour.

The records of winners using Silvertowns so far this year follow:

March 5, at Los Angeles: 100 miles; average per hour, 68.16 miles; driver, Pullen.

March 10, at Los Angeles: 50 miles; average per hour, 69.28 miles; driver, O'Donnell.

March 25, at Los Angeles: 50 miles; average per hour, 52.14 miles; driver, Burman.

April 8, at Corona: 301 miles; average per hour, 86.5 miles; driver, O'Donnell.

April 16, at Los Angeles: 150 miles; average per hour, 66 miles; driver, Hughes.

## VIRGINIA COAL PRODUCTS: THE MINES THAT HAVE TOLD

Some Facts and Figures That Are Worth Considering—Conditions That Are New.

The production of coal in Virginia in 1915, according to figures compiled by the United States Geological Survey in co-operation with the Virginia Geological Survey, was 8,122,596 short tons, valued at \$7,962,931. This is an increase compared with 1914 of 163,061 tons, or 2 per cent, in quantity, but a decrease of \$69,614, or less than 1 per cent, in value. With the exception of the "banner year," 1913, when the production was more than 8,500,000 tons, the output in 1915 was the highest recorded for Virginia. Wise County, the largest producer, showed a decrease of more than 400,000 tons, but all the other counties recorded increases.

During the early months of the year coal mining was inactive, but in August the demand for both coal and coke became stronger, and by the end of the year the production was reported up to capacity and limited only by shortage of labor and cars. The completion of the Southern Railway's modern coal-loading pier at the port of Charleston, S. C., and the establish-

ment of rates and port charges for coal from Southwestern Virginia equal to those for coal from the Pocahontas field of West Virginia to Hampton Roads piers gave an additional impetus to production in that part of the State.

There was a decrease in the number of men employed from 9,183 in 1914 to 8,829 in 1915, but the average number of days for each man, 225, was the same in both years. The average number of tons produced per man during the year was 907, compared with 887 in 1914, and the average output per man per day increased from 3.65 to 3.86 tons. The proportion of coal mined by hand decreased from 18 to 3 per cent, but the proportion mined by machines increased from 51 to 63 per cent. The quantity of washed coal increased from 54,971 tons in 1914 to 178,525 tons in 1915.

## ENLARGE ENTWISTLE PLANT

One Hundred Looms and Eighteen Spinning Frames to Be Added by June 10.

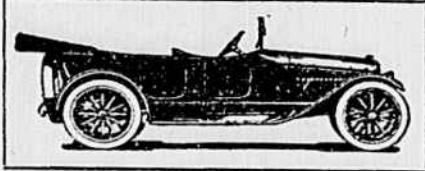
(Special to The Times-Dispatch.) ROCKINGHAM, N. C., May 27.—The Entwistle Manufacturing Company, of Rockingham, has contracted for large additions to its machinery.

The new machinery to be placed in operation includes 100 looms and eighteen spinning frames, all of which have

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It's exhilarating to drive a car with the power to pull you out of treacherous mud holes and take you up steep hills with full load.

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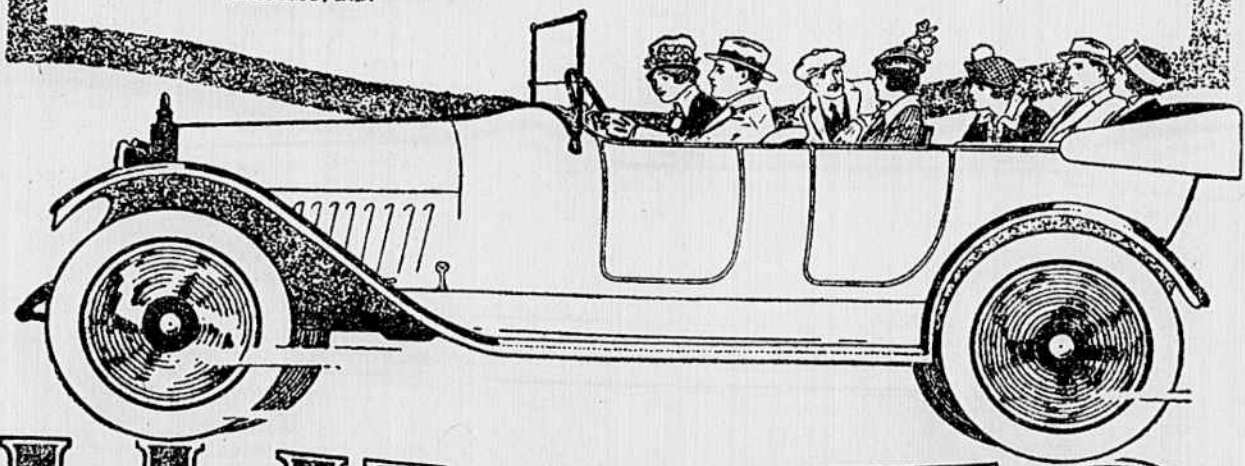
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NOT THAT KIND OF A CAR. Reo is a manufactured product and standardized in the highest sense of that much abused term.

BUT THIS REO SIX IS designed to meet the needs and tastes of the Reo clientele—conceded to be the best and the most substantial class of automobile buyers.

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WE MAKE EVERY PART of Reo cars, save only the electrical equipment, tires and speedometer.

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AND THEN HURRY—place your order at once if you'd have a Reo Six this spring and have it delivered early.

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